



MERCEDES

THE
NEWEST
MERCEDES SIXCYLINDER MODELS



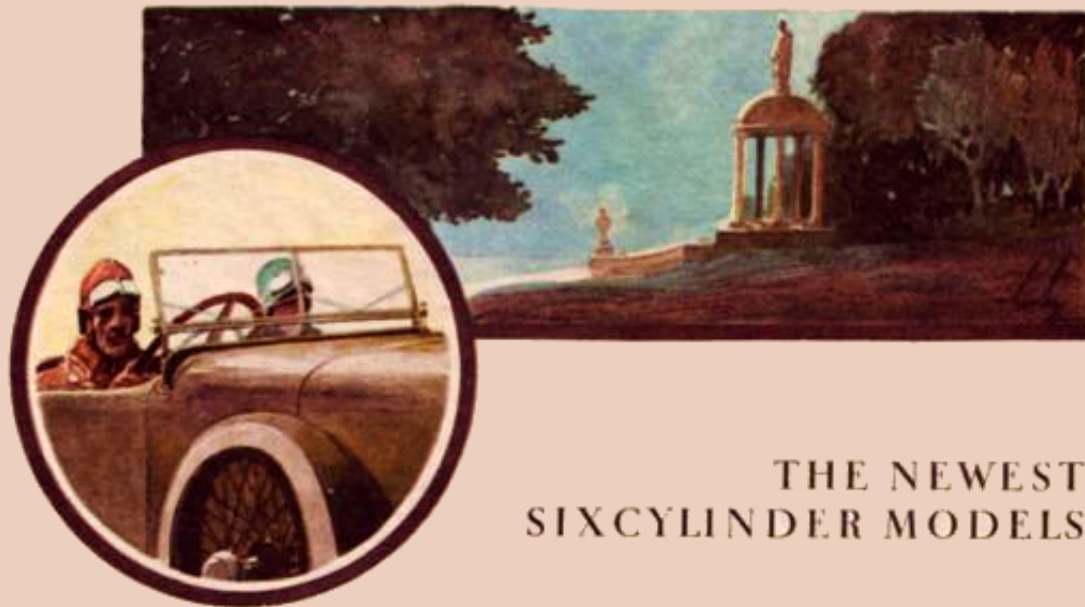
DAIMLER MOTOREN GESELLSCHAFT
STUTTGART-UNTERTÜRKHEIM
TELEGRAMS: DAIMLERIA UNTERTÜRKHEIM



MERCEDES



FOR more than a generation the name "Mercedes" has been synonymous of the highest degree of efficiency, reliability, elegance and distinctiveness. In the design of "Mercedes" Cars, the oldest traditions of the Motor-Car Industry, based on the constructional and practical experience gained in the course of more than 40 years, are combined with all the achievements of modern engineering, for the production of "Mercedes" vehicles of incomparable value. The "Daimler Motoren Gesellschaft" has never ceased to be a Pioneer of the Motor-Car Industry, ever since Gottlieb Daimler constructed the first Petrol Engines. The crowning achievement of the "D.M.G." in this direction, in the course of the last few years was the design of Super-Charger Engines. This new departure, embodied in new types of cars designed after a careful study of the requirements of the international Motor Car Market, by the leading Engineers of our times, constitutes the final touch of perfection to the "Mercedes" Cars. Even the previous records of excellence established by the "Daimler Motoren Gesellschaft" are now eclipsed, and such is the degree of flexibility, of speed, of silent running, of climbing power and of reliability which this final improvement imparts to the latest "Mercedes" designs, that it would be a most difficult matter to improve upon in the future. The "Mercedes" Bodies, which are manufactured in the Sindelfingen Carriage Body-Works of the "Daimler Motoren Gesellschaft", are perfect from the point of view of comfort and distinctive appearance. Nothing but the very best materials are employed in their construction, and, whilst the highest requirements of the best international taste are complied with in their design, each part of their inner equipment is a product of hand-made art industry of the highest quality. "Mercedes" does not aim at mass production. Our only object is to uphold our undisputed leadership where the **QUALITY OF OUR CARS** is concerned.



THE NEWEST SIXCYLINDER MODELS

Ideal conditions of comfort in the seating accommodation of driver and passengers, maximum economy of fuel and lubricant, and minimum dead weight, in spite of incomparable results from the point of view of flexibility, speed, stability, silent running and climbing power, such are the distinctive features of the new "Mercedes" Types. These characteristics of elastic running and adaptibility to all road conditions, combined with unequalled facilities of acceleration render same ideal cars for travelling and touring in the mountains. Furthermore, since all changes of gear become superfluous, even the most exacting of Car Owners will not fail to appreciate the peerless advantages for ordinary town and business purposes.

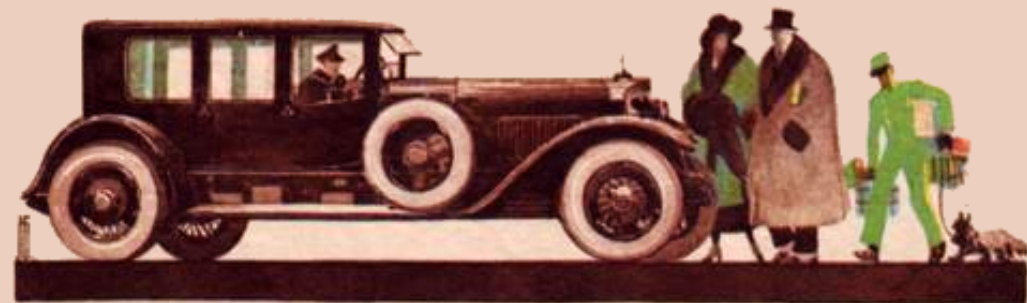
The amply dimensioned length and width for bodywork purposes allow of comfortable accommodation being provided for seven passengers, with deep seats and four wide doors. The low ground clearance of the chassis above the ground-level guarantees easy access. Strong folding luggage-carriers allow of a large trunk being carried.

The six-cylinder engine, cast in one block, is fitted with a positively driven overhead tyre inflating pump. The gear box which also includes the speedometer drive, is attached to the engine in such a manner as to constitute one compact power plant, which is bolted at three points to the chassis. All working parts of the engine are enclosed, and the attention required is reduced to a minimum, owing to the fact that these parts are fully

protected by dust-proof casings. The distinctive appearance of the "Mercedes" engine, due to the pleasing simplicity of its lines, cannot fail to produce, at first sight an impression of power and reliability. The radiator, as well as the steering gear and the complete foot and hand-lever gear, are also fitted on the engine-block. A remarkably simple arrangement of all these parts is thereby obtained, and any disturbance which may be caused, in the course of running, by distortion of the chassis due to unevenness of the surface of the road, is eliminated. The engine is practically noiseless. It is carefully balanced, and provides an extraordinarily perfect acceleration from the lowest to the maximum speed, providing high road speeds at a low number of revolutions. These circumstances, together with the low gear ratio impart to the Car a remarkable degree of flexibility which renders unnecessary gear changing on any but the most hilly country. Driving a "Mercedes" Car is, therefore, a sheer enjoyment, which ladies in particular, appreciate to its full value.

The engine, the gearbox with the clutch, and the rear axle can be dismantled separately, without removing the bodywork. The bottom part of the engine casing can also be dismantled without removing the remaining parts of the powerplant block, in such a manner as to provide easy access to the crankshaft, bearings, oil-pump, etc. The fact that the engine is fitted with the "Mercedes" Patent Super-Charger which can be brought into use at very low engine speeds provides a further important increase in the remarkable flexibility and astonishing powerreserve of the "Mercedes" Car.

The incomparable reliability of the "Mercedes" Car is fully guaranteed by the provision of a dry disc clutch of unfailing action, of an extraordinarily efficient four-wheel brake and by the perfect design of the suspension and of the steering gear, combined with the tested value of the arrangement of all the controls.





TECHNICAL DETAILS ABOUT THE TYPES 15/70/100 AND 24/100/140 HP

ENGINE: Of highly efficient 6 Cylinder type, fitted with "Mercedes" Patent Super-Charger. Engine and transmission gear unit construction. Distinctive simplicity of appearance. Three point suspension.

	15/70/100 HP	24/100/140 HP
BORE:	80 mm ($3\frac{1}{8}$ "	94 mm ($3\frac{11}{16}$ "
STROKE:	130 mm ($5\frac{1}{8}$ "	150 mm ($5\frac{11}{16}$ "
CYLINDER CAPACITY:	3,92 litres (239 cu. in.)	6,24 litres (382 cu. in.)
POWER WITHOUT SUPER-CHARGER:	70 HP	100 HP
POWER WITH SUPER-CHARGER:	100 HP	140 HP

CYLINDERS: Cast in one with the upper part of the crankshaft housing. Fitted with liners. Detachable cylinder-heads.

VALVES & CAMSHAFT: Of inverted vertical type, fitted in the cylinder head. One camshaft, driven by noiseless worm wheels. All enclosed, with lubrication.

CARBURETTOR: "Mercedes" Patent Automatic, of special design for Super-Charger.

IGNITION: "Bosch" High Tension Type, with timing control on the steering wheel.

COOLING: "Mercedes" honeycomb radiator, slightly pointed, nickel plated with centrifugal circulation pump. Fan with flexible drive from the camshaft.

LUBRICATION: Automatic circulation lubrication with force pump and distributor, and supplementary fresh oil feed pump.

ELECTRICAL EQUIPMENT: "Bosch" electric lighting and starter with battery, 2 search-lights, 2 side-lamps, dashboard lamp and tail lamp, double note "Bosch" horn.

STEERING GEAR: Of screw type, with shock absorbing device, can be fitted on the right or on the left side as required.

POWER TRANSMISSION: Dry plate multiple disc clutch. Chrome-Nickel-steel change speed gear, working in a gate. Aluminium gear box fitted with 4 speeds forward, and 1 reverse. Direct drive on fourth. One Cardan joint. Rear axle shafts driven by helical bevel gears.

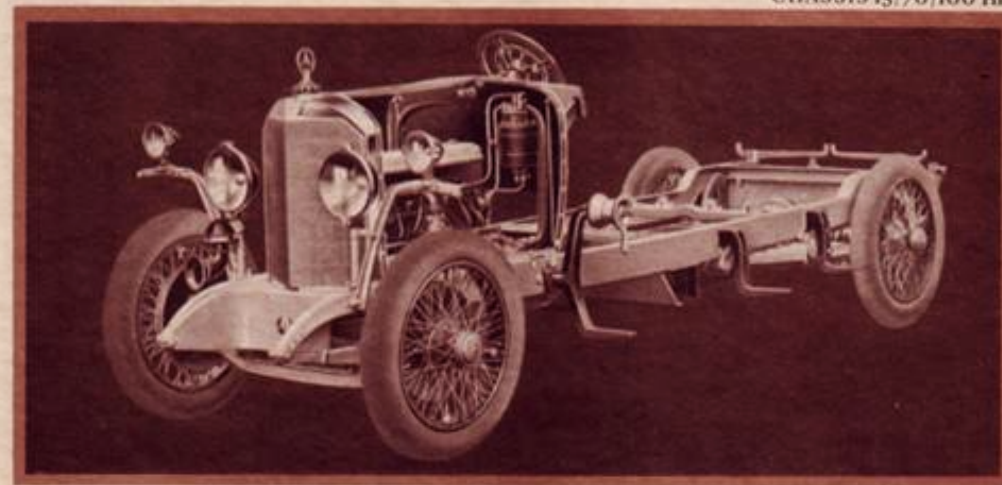
SPRINGING: Semi-elliptical springs in front. Rear cantilever.

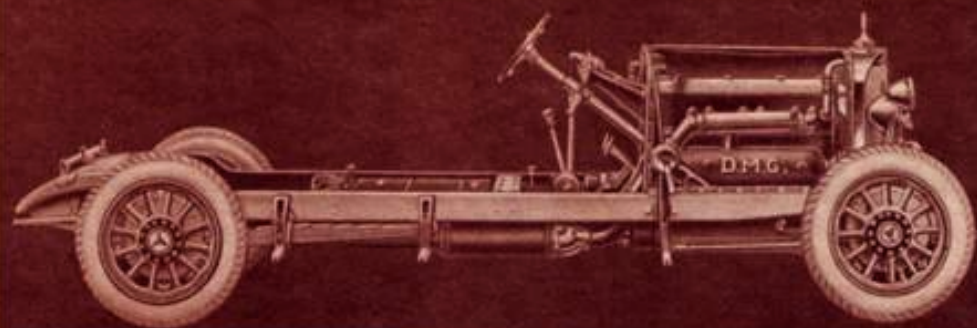
BRAKES: Foot-brake: Internal expanding type acting on the front and rear wheels. Hand-brake: Internal expanding type acting on the rear wheels independently of the foot-brake. Large brake-drums. These brakes are worked with extraordinary ease, and are both fitted with compensating devices.

WHEELS: Wooden or wire wheels, of-removable type. May be fitted with rims for straight side tyres, if required.

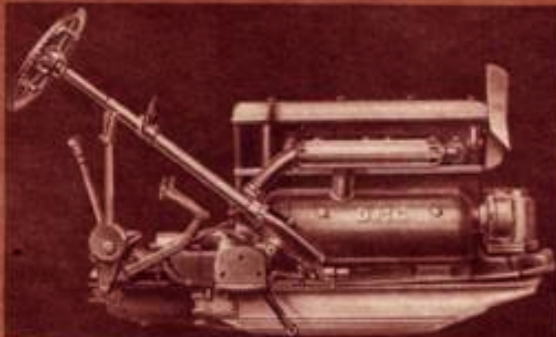
	15/70/100 HP	24/100/140 HP
TYRES:	32 x $4\frac{1}{2}$ " Cord type	32 x $4\frac{1}{2}$ " Cord type
WHEEL BASE:	3030 mm ($142\frac{11}{16}$ "	3750 mm ($147\frac{1}{2}$ "
GAUGE:	1430 mm (56"	1430 mm (56"
CLEARANCE ABOVE THE ROAD LEVEL:	About 250 mm ($9\frac{7}{8}$ "	About 250 mm ($9\frac{7}{8}$ "
BODY SPACE	LENGTH:	2900 mm (114"
	WIDTH:	1050 mm ($41\frac{1}{2}$ "
WEIGHT OF CHASSIS WITH TYRES:	About 1 Ton 6 cwt.	About 1 Ton 7 cwt.

CHASSIS 15/70/100 HP



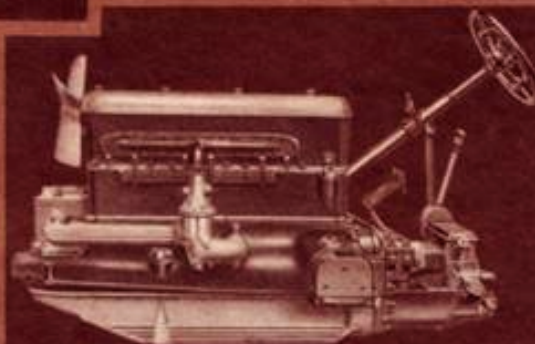


CHASSIS 24/100/140 HP (EXHAUST SIDE)

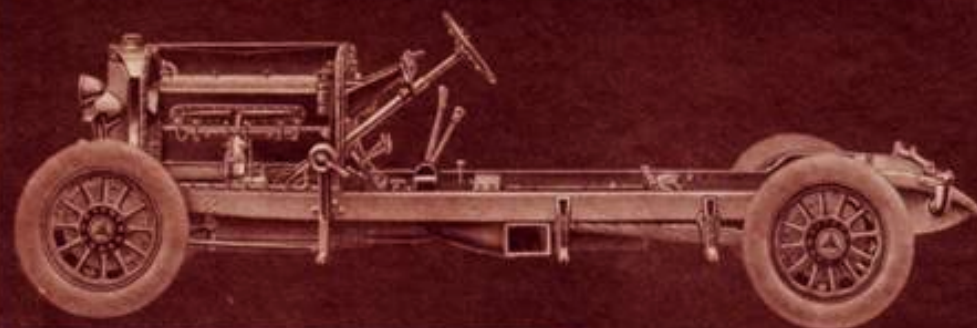
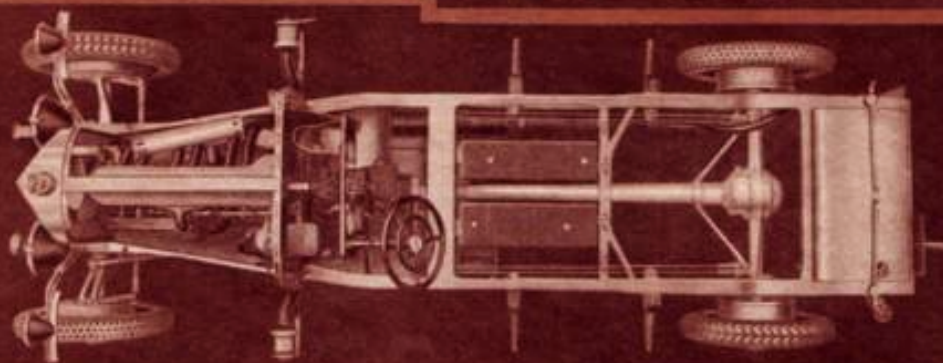


MOTOR 24/100/140 HP (INLET SIDE)

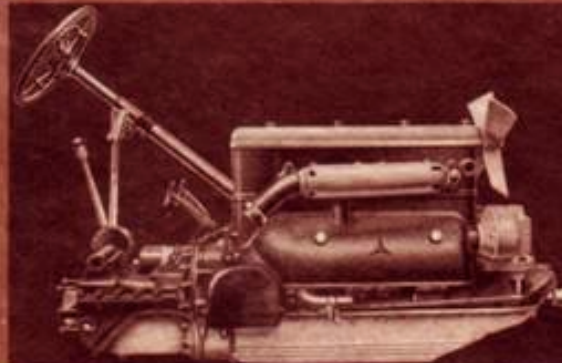
MOTOR 24/100/140 HP (EXHAUST SIDE)



CHASSIS 24/100/140 HP (VIEW FROM ABOVE)

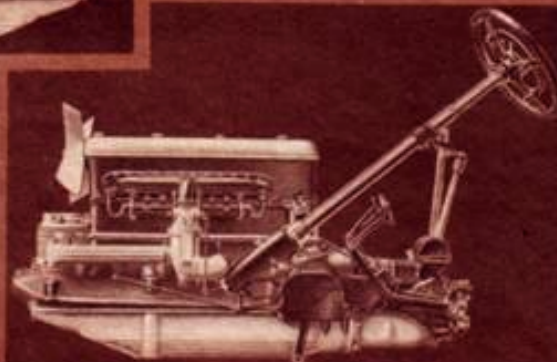


CHASSIS 24/100/140 HP (INLET SIDE)

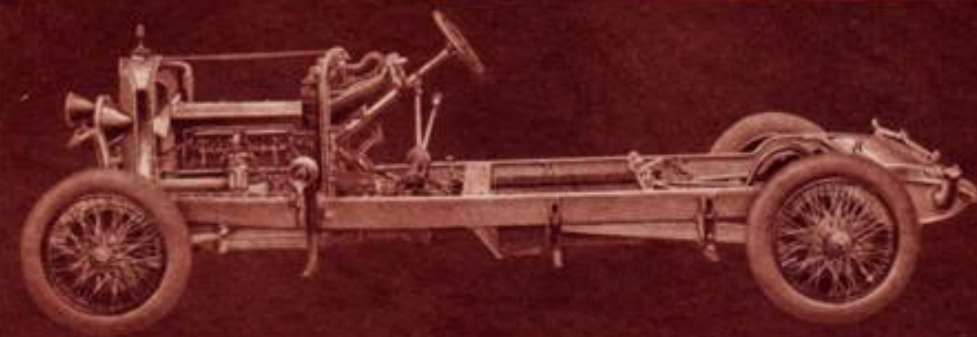


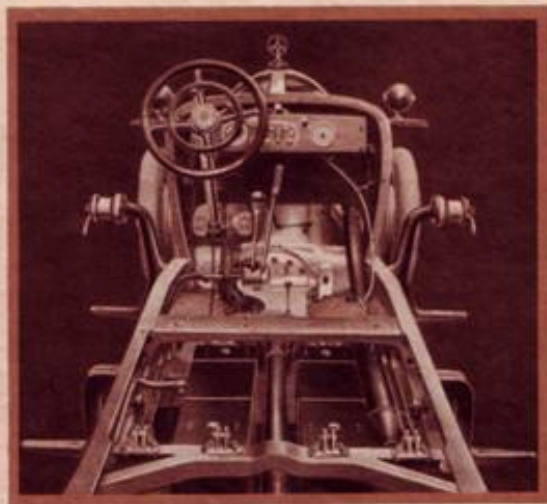
MOTOR 15/70/100 HP (INLET SIDE)

MOTOR 15/70/100 HP (EXHAUST SIDE)



CHASSIS 15/70/100 HP (INLET SIDE)





STEERING, GEARBOX, SWITCH BOARD

FUEL STORAGE AND FEED ARRANGEMENTS: A tank of about 110 litres (24 Imp. gall., 29 amer. gall.) capacity with gauge, is fitted at the end of the Chassis. Automatic fuel pump with auxiliary tank, of special design for the Super-Charger engine, fitted on the dashboard.

DASHBOARD: Fitted with speed indicator, 8 days clock, switch box, oil control lamp.

TOOL EQUIPMENT: A complete set of Tools, for which accommodation is provided inside the chassis, with starting pump, car-lifting jack and air-tube pump.

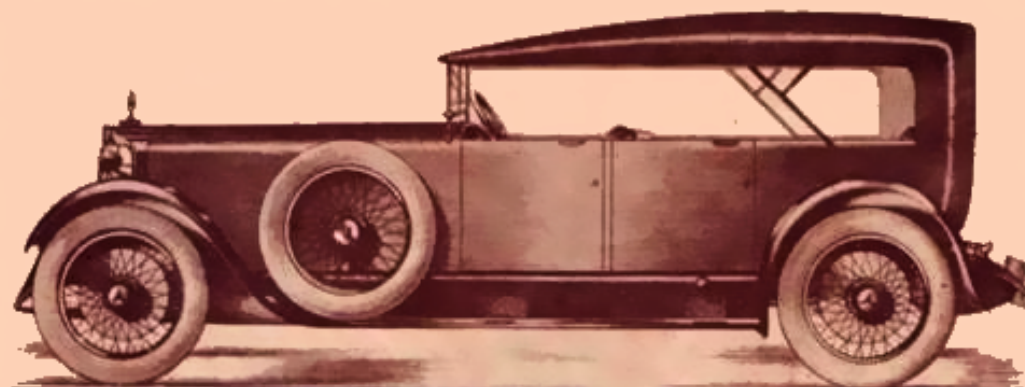
SPARE WHEEL CARRIERS: Fitted on each side of the chassis, with 2 spare wheels.

TAIL OF THE FRAME WITH PETROL TANK AND LUGGAGE CARRIER

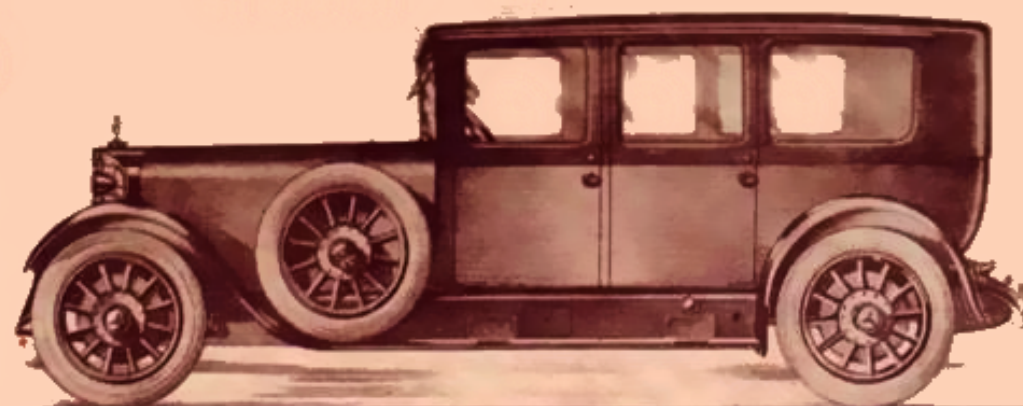


THE BODY

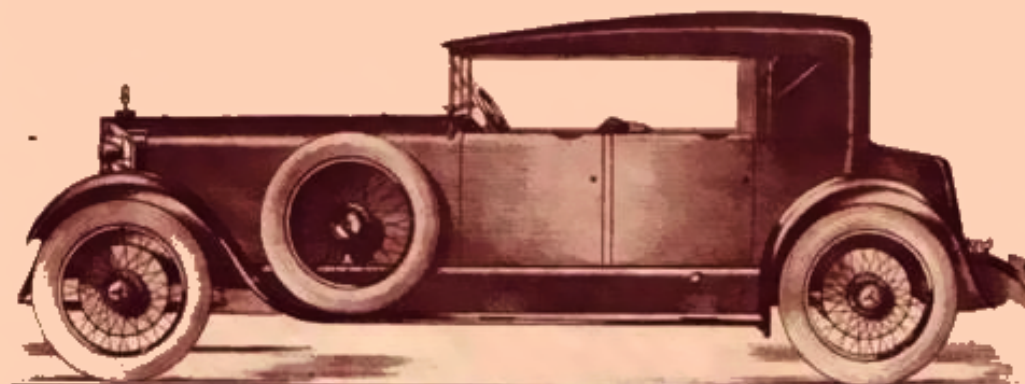
"Mercedes" Bodies are the most perfect expression of absolute comfort and genuine elegance. They are designed by leading artists, with the most accomplished taste, and built with unequalled workmanship and perfection, in the special Body-Manufacturing Works of the "Daimler Motoren Gesellschaft", in Sindelfingen. Distinction of outline and purity of style, superior finish, free, however, from any "flashy" accessories, remarkably beautiful execution from the point of view of shape and colour, combined with the well-known characteristics of unequalled design and construction, such are the features which have earned for the "Mercedes" Bodies the leading position which they now occupy. Traditionally unsurpassed workmanship, processes of manufacture, which have proved their value in the course of many years of application, and use of high-quality materials, supplied by leading international Firms, such are the qualities which are of decisive importance in determining the incomparable value of "Mercedes" Bodywork. Its perfection is a feast for the eyes, even of the man in the street. The tried and incomparably practical arrangement of all parts, of the tools and spare tyres in particular, pleases anyone who drives the Car. Every part of the chassis is easily accessible without even removing the bodywork. A unique advantage of "Mercedes" Bodywork



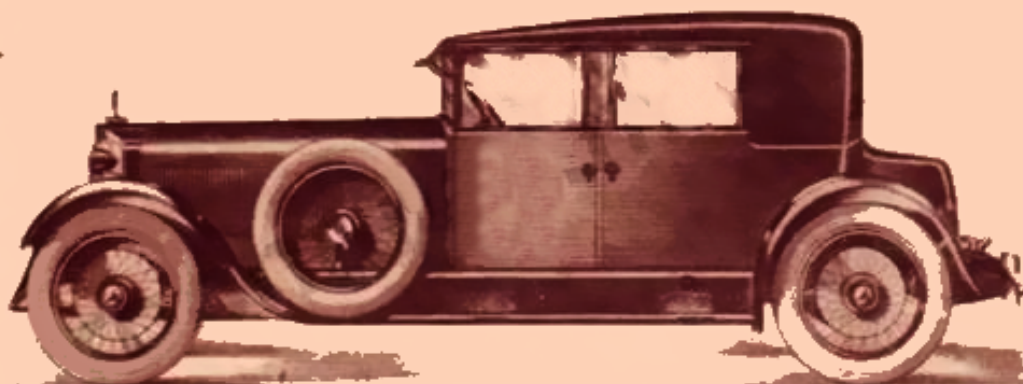
TOURING CAR—6-7 SEATER



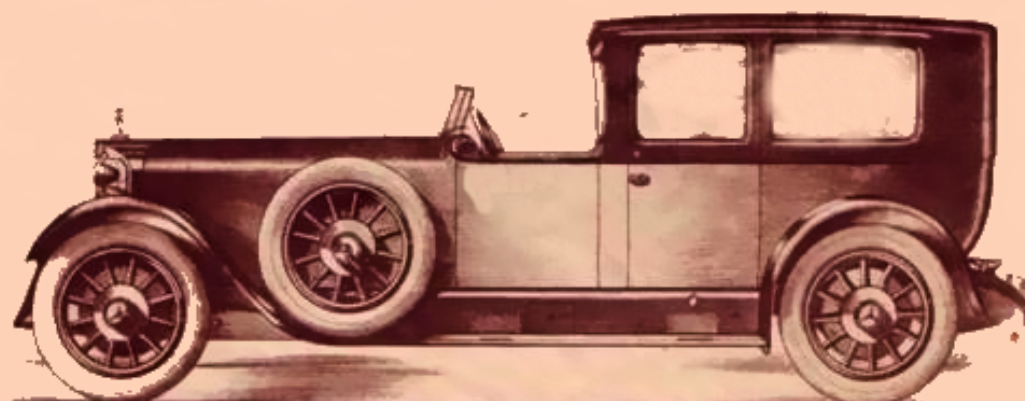
LIMOUSINE "PULLMAN"



TOURING CAR—4-5 SEATER



CABRIOLET—4-5 SEATER



COUPÉ-LIMOUSINE



with detachable Pullman body top

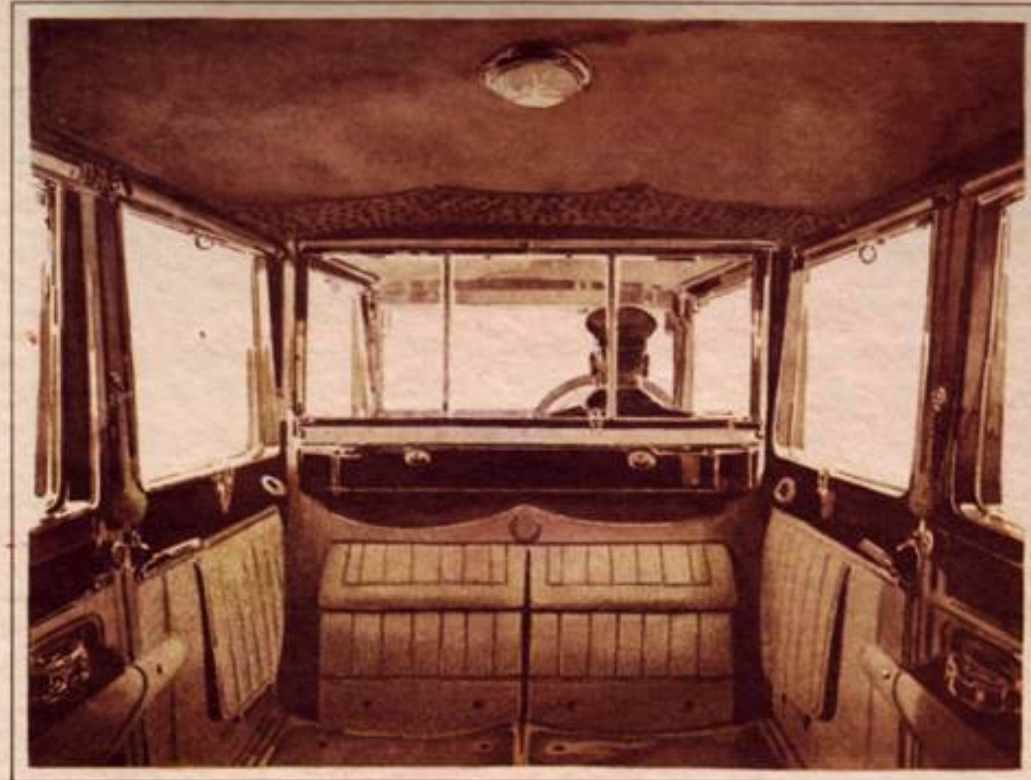
TOURING CAR—4-5 SEATER



ROOM FOR LUGGAGE IN THE 5 SEATER TOURING CAR

is its well-known light construction, in spite of its remarkable strength and stability. Its wooden framework, of perfect finish, is covered with sheet aluminium by means of a special process, which eliminates in an unfailing manner every risk, not only of cracks and fissures (of such frequent occurrence in wooden bodywork), but also of formation of rust (as in bodywork where sheet steel is used). The strength obtained in this manner, and especially the astonishingly small weight of the bodywork are amongst the principal factors which help in reducing the cost of maintenance of the Car to an absolute minimum.

OPEN TOURING CAR 6-7 SEATER:
An up-to-date and very distinctive type of Car, with hood fitted outside. Easy access is provided by four doors, arranged symmetrically in pairs on the right and on the left, with access on both sides of the driver's seat. Perfect comfort of accommodation,



LIMOUSINE-PULLMAN, INSIDE

even when the folding seats are in use. Soft deep upholstery. Velvet carpet in front of the rear seats. Braided leather grips. Lamp for reading maps, cigar lighter. Hood of waterproof canvas. Patent leather hood cover. Allweather side screens with large celluloid windows, which are attached to the doors, and are opened with same. Wind screen and fittings of nickel-plated brass. Spare tyres mounted right and left on special brackets at the rear of the front mud-guards. Tool chest concealed, with locking arrangements. Spare oil and petrol cans fitted in the valances right and left.

OPEN TOURING CAR 4-5 SEATER:
Construction and equipment as above. Comfortable Cars for travelling purposes. Provision is made, allowing of luggage of the most bulky description being accommodated. The main seats are wonderfully comfortable, owing to their position in regard to the springing of the Car.

6 SEATER COUPÉ-LIMOUSINE FOR TRAVELLING PURPOSES:

Design and equipment similar to those of the Touring Car. The illumination of the foot-boards is switched on automatically when the doors are opened. Driver's seat upholstered in first-quality leather. Interior upholstery and trimmings of finest corded material or cloth. Silk window curtains, designed as spring blinds. Device for communicating with the driver. Transversal canteen built in the rear of the driver's seat, and which can be fitted with a "travelling companion" if desired. Umbrella stand.

Distinctive ceiling and corner lighting arrangements with crystal bowls. Instead of the folding front extension of the roof, which was generally in use hitherto, for the driver's protection, use is now made of a lowering screen with side-wings, covered with high quality rubberised canvas, in such a manner that these Cars constitute an ideal combination of a Coupé and of a Limousine.

LIMOUSINE PULLMAN 6-7 SEATER:

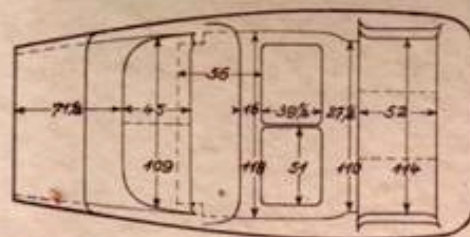
Design and equipment similar to those of the Coupé-Limousine. The dimensions of the back of the body are equally ample, ensuring most enjoyable travelling conditions. The glazed partition separating the driver from the occupants can be lowered right down by the means of a raising and lowering gear worked by a handle. The driver's seat is designed with the most painstaking care to ensure comfort. The windscreen is also fitted with a sun-screen, of proved value.

CABRIOLET 4-5 SEATER WITH ROOM FOR LUGGAGE:

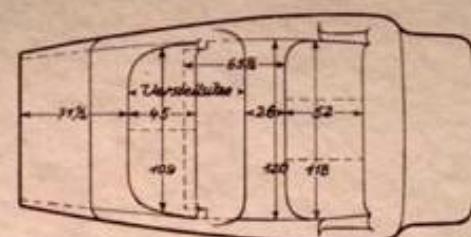
Design and equipment as described above. A gem of bodywork of the most tasteful and exclusive design. Most up-to-date international shape. An ideal Touring Car, suitable for journeys in all weather conditions and of any duration. The design, which is covered by numerous patents, guarantees absolute freedom from noise in the super-structure. Patent leather hood, cloth lining inside, leather upholstery.

SEAT ACCOMMODATION

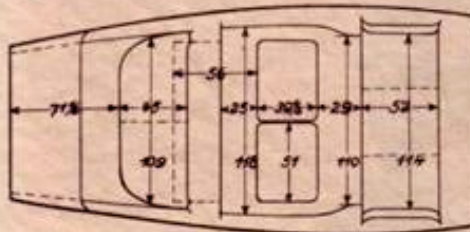
(Dimensions without engagement)



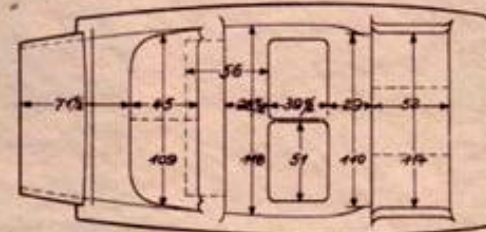
6-7 seater touring car



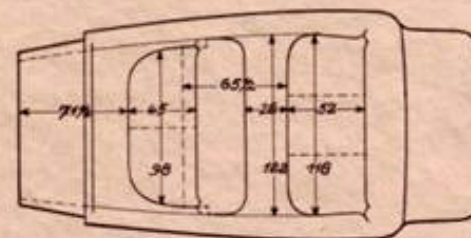
4-5 seater touring car



Coupé-Limousine



Limousine "Pullman"



Cabriolet

	15/70/100 HP	24/100/140 HP
Total length of the bodied car with trunk	5200 mm	5320 mm
Total breadth	1800 "	1800 "
Height of the closed car (on tyres)	2030 "	2030 "

